A. IN THE CLAIMS

1-16. (Cancelled)

17. (Currently Amended) A fuel rail assembly for a fuel-injected spark-ignited internal combustion engine comprising:

first and second fuel rails, each said fuel rail formed by a tube having a plurality of injector outlets, at least one fuel rail having an inlet for receiving pressurized fuel, and each said fuel rail having an orifice to allow for fluid communication between said fuel rails;

a metal crossover tube for communicating fuel between said fuel rails, said tubes having a connection at opposite ends within each said rail; and

at least one fluid flow restrictor at one of said tube connections for damping pressure pulsations within said rails and to balance flow therebetween.

18. (Newly Presented) A fuel rail assembly for a fuel-injected spark-ignited internal combustion engine comprising:

first and second fuel rails, each said fuel rail formed by a tube having a plurality of injector outlets, at least one fuel rail having an inlet for receiving pressurized fuel, and each said fuel rail having an orifice to allow for fluid communication between said fuel rails;

a crossover conduit for communicating fuel between said fuel rails, said crossover conduit having a connection at opposite ends within each said rail; and

at least one fluid flow restrictor at one of said crossover conduit connections for damping pressure pulsations within said rails and to balance flow therebetween.

19. (Newly Presented) A fuel rail assembly as described in claim 18 wherein said fuel rails are parallel spaced from one another.

20. (Newly Presented) A fuel rail assembly as described in claim 18 wherein each of said first and second fuel rails has at least two separate orifices to allow for fluid communication of fuel between said fuel rails and wherein there is a second crossover conduit for communicating fuel between the fuel rails, said second crossover conduit having opposite end connections with said fuel rail orifices.

21. (Newly Presented) A fuel rail assembly as described in claim 20 wherein said first and second crossover conduits are non-symmetric with one another.

22. (Newly Presented) A fuel assembly as described in claim 21 wherein at least one of said cross over conduits has a fluid flow restrictor.

23. (Newly Presented) A fuel assembly as described in claim 20 wherein said second crossover conduit has a polymeric main body with a flattened portion for damping pressure pulsations.

24. (Newly Presented) A fuel assembly as described in claim 18 wherein a connector fitting joins said fuel rail with said cross over conduit.

25. (Newly Presented) A fuel assembly as described in claim 24 wherein said connector fitting is connected with said fluid flow restrictor.

26. (Newly Presented) A fuel assembly as described in claim 24 wherein said connector fitting is a male barbed member and said crossover conduit is a polymeric hose.

27. (Newly Presented) A fuel assembly as described in claim 25 wherein said connector fitting is a male barbed member and said crossover conduit is a polymeric hose.

28. (Newly Presented) A fuel assembly as described in claim 18 wherein said crossover conduit has a fluid flow restrictor at both end connections with said fuel rails.

29. (Newly Presented) A fuel assembly as described in claim 28 wherein said crossover conduit fluid flow restrictors differ in fluid resistance.